

Project News

Fall 2013 - Issue #1

IN THIS ISSUE

- 1 Project Underway
- 2 Carpenter Street Underpass
- 3 Project Team
- 4 Other Springfield Rail Projects

Future Rail Corridors Map



For More Information

VISIT: www.springfieldrailroad.com EMAIL: info@springfieldrailroad.com CALL: Jimmie Austin at 217-788-2450

Rail Improvement Efforts Underway

After years of study, community discussion and federal review, efforts to consolidate the City of Springfield's rail traffic are finally underway. The new Springfield Rail Improvements Project will relocate all passenger and freight traffic from the Third Street corridor to Tenth Street; construct grade separations (roadway underpasses and one overpass) at critical rail crossings on both the Tenth and Nineteenth Street corridors; and eliminate train horns in the City between Stanford Avenue and Sangamon Avenue. The City of Springfield, in cooperation with Sangamon County and the Illinois Department of Transportation (IDOT), is leading this \$315 million, multi-phase project. The first phase is focused on planning and design and is being partially funded through \$8.65 million from IDOT. The remaining phases, which include land acquisition and construction, will be completed as funding becomes available.

Support for rail consolidation peaked in response to anticipated increases in freight and passenger rail traffic. Union Pacific, Norfolk Southern and Canadian National Railroads plan to increase their rail traffic in the next 15 to 20 years, more than doubling the number of trains that presently move through the City. The chart below shows current and projected rail traffic for Springfield. It indicates that by 2030, an additional 35 to 40 trains may pass through the City each day as a result of heightened railroad activity.

Railroads	Current (2010) Rail Traffic	Projected (2030) Rail Traffic
Union Pacific	10 Passenger	18 Passenger
(3 rd Street Corridor)	5 Freight	27 Freight
Norfolk Southern (10 th Street Corridor)	16 Freight	27 Freight
Canadian National (19 th Street Corridor)	4 Freight	9 Freight
TOTAL	35 Trains	81 Trains

The increase in rail traffic will bring with it a significant increase in the amount of time vehicles are delayed at train crossings. Currently, vehicles spend almost 230 hours per day delayed at railroad crossings in Springfield. In 2030, vehicles could spend nearly 800 hours per day

Continued from Page 1

waiting at railroad crossings. Reducing these delays and the resulting traffic congestion is a major focus of the Springfield Rail Improvements Project.

Additionally, the Project is focused on improving public safety, community livability and commercial activity. The City's 68 at-grade rail crossings and 24 miles of unfenced right-of-way present safety hazards to pedestrians and motorists. Springfield's rail lines also create barriers to commercial areas and residential neighborhoods that limit connectivity and



economic growth. Over the next several years, the Springfield Rail Improvements Project will work to address these concerns and enhance the overall quality of life for area residents, businesses and visitors.

Carpenter Street Underpass – Construction To Begin

The first stage of the Springfield Rail Improvements Project – the Carpenter Street Underpass – has received federal funding and will move quickly through design to construction. The project team has already submitted preliminary plans for the design of the underpass between Ninth and Eleventh Streets to the City of Springfield, IDOT, the Illinois Commerce Commission (ICC), Norfolk Southern Corp., Union Pacific Railroad Corp. and utility companies. The new underpass will provide improved access from east Springfield to the community's major medical facilities and reduce delays for emergency vehicles.

Numerous safety features for pedestrians and motorists have been included in the design of the Carpenter Street underpass. Among these are an elevated walkway that separates pedestrians from vehicular traffic; high visibility and accent LED lighting; stainless steel tensioned-cable railings for the railroad bridge and walkways; and retaining walls that are offset several feet behind the curb and gutter for increased motorist safety. The design also features aesthetic elements to make the underpass more attractive like round, multi-column piers with decorative pier caps

Carpenter Street Underpass Design

Continued on Page 3



Continued from Page 2

and walls; textured retaining walls; and color accents for the retaining walls and bridge.

In August, the City was awarded partial funding for the Carpenter Street project through a \$14.4 million Transportation Investment Generating Economic Recovery (TIGER) grant. It is pursuing additional funding through a petition to the ICC that requests permission to replace the Carpenter Street grade crossing of Norfolk Southern's track with a new underpass and assistance from the Grade Crossing Protection Fund (GCPF) to help pay for the new structure. If the ICC approves the project, the design team will submit final plans to IDOT for construction letting in the spring of 2014 and commence groundbreaking in the fall of 2014.

Project Team

Hanson Professional Services Inc. is leading the Springfield Rail Improvements Project. The City selected Hanson in July 2013 to provide design, land acquisition, construction engineering and project management services for the project.

Hanson has assembled a team of design and public engagement experts to assist in critical project tasks. Members of its project team are listed below.

Vector Communications Corporation is managing public engagement. Crawford, Murphy & Tilly Inc. is preparing underpass designs. Allen Henderson & Associates is conducting roadway design. Professional Services Industries is handling drilling. Andrews Environmental Engineering is performing hazardous waste surveys. Fever River Research is completing archaeological studies. Infrastructure Engineering is assisting with construction observation. **RDG** is focusing on the aesthetics of the Tenth Street corridor design. **Aero-Metric** is providing aerial mapping services.

Hinshaw & Culbertson LLP is responsible for responding to legal matters.

CTC is handling railroad signal design.



HMMH is providing vibration analysis along the Tenth Street corridor.

www.springfieldrailroad.com



Springfield Rail Improvements Project c/o Vector Communications 701 N. 15th Street, Mailbox 43 St. Louis, MO 63103

Other Springfield Rail Projects

There are two rail projects that are part of the Chicago to St. Louis High Speed Rail Program currently underway in the City of Springfield. Below are brief descriptions of both.

Third Street Corridor

Improving the Third Street corridor is already underway with the start of the environmental analysis and design. Third Street will serve Amtrak passenger and Union Pacific freight rail traffic until construction of the Tenth Street corridor is completed. To meet current safety standards for higher speed rail, Third Street will be upgraded to include new fencing, crossing safety devices, grade crossing approaches, and bridge replacements. Construction of this corridor is expected to begin in 2015 with completion in 2017. Please visit the Illinois High-Speed Rail website at www.IDOTHSR.org for information on the project and upcoming public meetings to be held in December and January.

Springfield Flyover

The Springfield Flyover project will help relieve rail traffic congestion on the Union Pacific/Amtrak and Norfolk Southern corridors. This project is located between Stanford Avenue and I-72 along the existing Union Pacific (Amtrak) line located west of the Southern View neighborhood. It includes a new track alignment and railway flyover to separate the Union Pacific/Amtrak operations from the Norfolk Southern operations. IDOT is currently funding a detailed environmental analysis of the Springfield Flyover project, which will be completed in 2015. However, there is no funding available at this time to purchase property or construct this project.